

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	Bulgaria	REPORT	
SUBJECT	Military and Miscellaneous Information from Ruse	DATE DISTR.	21 September 1954
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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

Miscellaneous Military Information, Ruse

1. A 26-year-old resident of Ryakhovo (N 43-59; E 26-15) reported to informant the existence of an airfield for jet fighters located at a point on the Bulgarian side of the Danube near the terminus of the Ruse-Giurgiu bridge. At present no aircraft are to be seen, but an unspecified number are expected shortly.
2. Informant learned that the barracks he had seen near the bridge were those of an antiaircraft artillery unit, and had about 20 antiaircraft guns of unknown make and caliber located near the bridge. At a point approximately 100 meters east of the bridge is a Border Guard Zastava.

Military Classes

3. Informant heard from a young shepherd from the Pazardzhik area that the Class of 1938 had been called in recently for medical examinations. During 1953 the Classes of 1934 through 1937 also had called in for similar reasons; as yet none of the above groups have been called for active duty. Presently under arms are the classes of 1931 (part of which has been discharged), 1932, and 1933, as well as high school graduates of the 1934 class. Members of the last group were sent to military schools after their induction.

Ruse-Giurgiu Bridge (Personal Observation)

4. The Ruse-Giurgiu bridge is about 5½ kilometers long and has two levels. The upper level is a two lane highway surfaced with cobblestones. Informant heard that the lower level has three sets of tracks, two normal gauge and one Soviet wide gauge. He did not learn if one of these tracks was superimposed on another or if they were three separate sets of tracks. Informant observed that the rail lines came straight off the bridge on the first level and that vehicular traffic

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came off from the second level in separate curving roads to the right and left. Rail traffic approaches were from the south. Informant observed that vehicular and train traffic was using the bridge, and estimated the vehicle roadway to be about 6-8 meters wide and ample for trucks to pass each other.

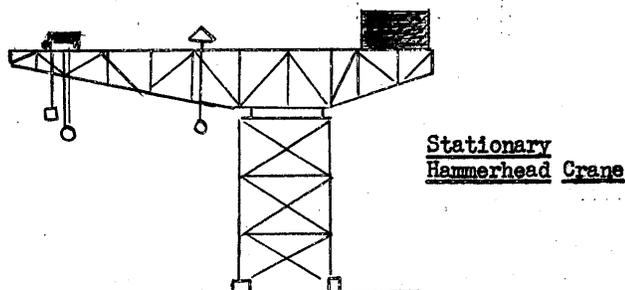
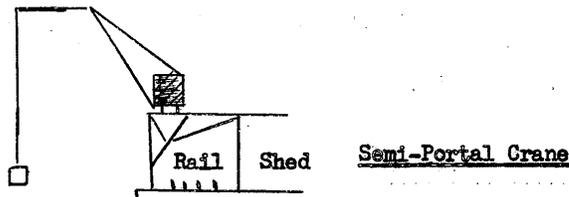
5. The upper section of the bridge is constructed of steel and rests on 55-60 support columns made of stone masonry and reinforced concrete. The columns are about eight meters high (above the surface of the Danube) and from six to eight meters wide. The center section of the steel superstructure opens to allow steamer traffic to pass. Informant does not know whether this section opens vertically or horizontally. Ice breakers on the support columns at the water level are to be constructed in the near future.
6. Informant heard that 3,000 workers had been injured, many fatally, during the period of the bridge's construction. Almost every day casualties were transported to various hospitals in the Ruse area.

Port of Ruse (Personal Observation)

7. At the passenger landing dock at Ruse, informant saw signs mentioning regular daily passenger service between Ruse and the ports of Silistra and Svishtov. The steamers OSKAR DIMITROV and ALEXANDER STAMBOLISKI are used for this service. The ship for Svishtov leaves at 6 p.m. daily; other departure or arrival times are not known.
8. The ALEXANDER STAMBOLISKI was in port when informant visited Ruse. It is a propeller driven craft 40 meters long and has one smoke stack. It has two decks forward and one deck aft and is painted white. There are two passenger landing docks which lie parallel to the shore. These are reached by walking through a passageway under the railroad line which at that point also runs parallel to the shore.
9. A short distance upstream from the passenger landing area and tied up to docks, informant observed several tugboats as well as a dredge which is used to clear the river channel. On the other side of the passenger landing area was a crane which loaded coal from railroad cars to river barges. Nearby was a small steamer being loaded with telephone wire. Informant also observed three cranes located across the river at Giurgiu.

Loading Cranes at Varna

10. While passing outside the port area at Varna, informant observed three semi-portal cranes and two stationary hammerhead cranes as illustrated below:



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